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NOAA
NATIONAL OCEAN SERVICE

TIDAL INFORMATION

Height referred to datum of soundings (MLLW)

Place	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Cape Charles Harbor	2.5	1.9	0.1	-2.5
Fishermans Island	3.2	1.7	0.2	-2.5
Ship Shoal Inlet	4.0	2.2	0.2	-2.5
Sand Shoal Inlet	4.1	2.2	0.2	-3.0

(1988)

HEIGHTS
Heights in feet above Mean High Water. Contour interval 30 feet. Relief is shown only where of importance to radar interpretation.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

AUTHORITIES
Hydrography and topography: By the National Ocean Service, Charting and Geodetic Services with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Defense Mapping Agency.

PLANE COORDINATE GRID
(Based on the North American Datum of 1927)
The Virginia plane coordinate grid (south zone) is indicated on this chart at 20,000 foot intervals thus: + 20
The last three digits are omitted.

Mercator Projection
Scale 1:80,000 at Lat. 37°12'
North American Datum of 1983 (World Geodetic System 1984)
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

UNITED STATES – EAST COAST
VIRGINIA

CHESAPEAKE BAY
CAPE CHARLES TO WOLF TRAP

Formerly C&GS 383, 1st Ed. Feb. 1985

WARNING
The pilotage charts are not fully updated for navigation. Particularly use Notice to Mariners, latest U.S. Coast Pilot and U.S. Coast Pilot for details.

SOUNDINGS IN FEET

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Regulations to assure clear passage to and through dredged and natural channels and to established landings are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas and these limits are shown thus:
Where definite limits have not been prescribed the location of fishing structures is restricted only by the regulations.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.510" northward and 1.260" eastward to agree with this chart.

CAPE CHARLES CITY HARBOR
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS REPORTS TO APRIL 1988 AND SURVEYS TO DEC. 1986

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	LEFT OUTER QUARTER	LEFT INNER QUARTER	RIGHT INNER QUARTER	RIGHT OUTER QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	PROJECT DIMENSIONS LENGTH DEPTH (FEET) (FEET)
BAR CHANNEL	17.5	19.5	19.6	19.2	2-88	4000	1.66 16
CAPE CHARLES HARBOR CHANNEL	17.7	17.1	19.2	17.5	2-88	1000-1200	1.71 18
CAPE CHARLES TURN	17.1	17.1	17.0	17.5	2-88	1000-1200	1.71 18
BASIN AT EAST END OF HARBOR	9.6	10.3	10.8	9.7	2-88	150-400	0.98 10
HARBOR OF REFUGE	5.9	6.8	6.7	4.5	12-86	200-250	1.06 7

A. CHANNEL MAINTAINED TO A WIDTH OF 300 FEET FOR BAR CHANNEL AND 300-1000 FEET FOR CAPE CHARLES HARBOR CHANNEL.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

PREPARED BY COMPUTER ASSISTED METHOD

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Norfolk, Va.	KHB-37	162.55 MHZ
Heathsville, Va.	WXM-57	162.40 MHZ

NOTE B
YORK SPIT CHANNEL
Depths entering from seaward
Surveys of Sep-Dec 1987

Left outside quarter	39.2 ft
Left inside quarter	43.2 ft
Right inside quarter	43.5 ft
Right outside quarter	40.8 ft

NOTE D
Wolf Trap Dumping Ground lighted buoys "A", "B", and "C" are not charted due to frequent relocations.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SOUNDINGS IN FEET

18th Ed., July 29/89 ■
12224

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners revised periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

Nautical Miles
Yards

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

LOGARITHMIC SPEED SCALE
1 2 3 4 5 6 7 8 9 10 15 30
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing right point on 60 and left point will mean indicate speed in units per hour. Example: with 42 nautical miles run on 15 minutes

C 55.418/7:

best copy available

AUTHORITIES

topography by the National Ocean Service, ic Services with additional data from the Corps ject Survey, U.S. Coast Guard, and Defense

LANE COORDINATE GRID

the North American Datum of 1927)

plane coordinate grid (south zone) is indi- hort or 20,000 foot intervals thus + ; sigs are omitted.

Mercator Projection
Scale 1:40,000 at Lat. 37°15'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

UNITED STATES – EAST COAST
VIRGINIA

CHESAPEAKE BAY
CAPE CHARLES TO WOLF TRAP

Formerly C&GS 583, 1st Ed., Feb. 1988

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SOUNDINGS IN FEET

NOAA nautical charts are constructed to exacting standards and are designed to promote safe navigation. Since our waterways are subject to continual change, the National Ocean Service encourages chart users to submit corrections or comments for the improvement of this product to the Director, Charting and Geodetic Services (N/CG22), National Ocean Service, NOAA, Rockville, Maryland 20852. By working together, we can make our activities safer and more enjoyable.

Thomas J. Maginnis
Assistant Administrator for Ocean Services and Coastal Zone Management

For Symbols and Abbreviations see Chart No. 1

COLREGS, International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

Nautical Miles / Yards

CAUTION

Temporary changes or details in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Nautical Chart Catalog No. 1, Panel D

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear pass ups to and through dredged and natural channels and to established landings are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas and these limits are shown thus:

Where definite limits have not been prescribed the location of fishing structures is restricted only by the regulations.

HORIZONTAL DATUM

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAPE CHARLES CITY HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS REPORTS TO APRIL 1988 AND SURVEYS TO DEC. 1987

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LOW WATER DATUM				PROJECT DIMENSION DATE OF SURVEY	WIDTH FEET	LENGTH FEET	DEPTH FEET MLLW
	LOW WATER DEPTH	LOW WATER WIDTH	HIGH WATER DEPTH	HIGH WATER WIDTH				
BAR CHANNEL	17.5	150	19.5	150	2-88	4000	5.00	18
LOWER (SOUTH) HARBOR CHANNEL	17.1	17.1	19.0	17.6	2-88	1400-1500	1.70	18
HARBOR BASIN	13.4	16.3	15.2	15.0	2-88	1000-1600	0.43	15
BASIN AT EAST END OF HARBOR	9.8	10.0	11.0	9.4	2-88	125-150	0.00	12
HARBOR OF REFUGE	3.9	4.9	6.7	4.5	12-88	200-250	0.08	7

A CHANNEL MAINTAINED TO A WIDTH OF 300 FEET FOR BAR CHANNEL AND 300-1500 FEET FOR CAPE CHARLES HARBOR CHANNEL.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRODUCED BY COMPUTER ASSISTED METHODS

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Norfolk, Va.	KHB-37	162.55 MHZ
Heathsville, Va.	WXM-57	162.40 MHZ

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, VA, or at the Office of the District Engineer, Corps of Engineers in Norfolk, VA.

Refer to charted regulation section numbers.

NOTE B

YORK SPIT CHANNEL
Depths enclosing from seaward
Surveys of Sep-Dec 1987

Left outside quarter	39.2 ft
Left inside quarter	43.2 ft
Right inside quarter	43.5 ft
Right outside quarter	40.8 ft

NOTE C

Mariners are cautioned that the Ferry Route from Little Creek to Cape Charles may deviate from the published standard route due to "stormy weather, traffic conditions, navigational hazards or other emergency conditions.

NOTE D

Wolf Trap Dumping Ground lighted buoys "A", "B", and "C" are not charted due to frequent relocations

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center on 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

REGULATED AREA
165.501 (see note A)

RESTRICTED AREA
334.320 (see note A)

COLREGS DEMARCATION LINE
80.505 (see note A)

Possible unexploded bombs and ammunition in and adjacent to restricted area.

(CONTINUED ON CHART 12221)

(CONTINUED ON CHART 12220)

(CONTINUED ON CHART 12223)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

FATHOMS / FEET / METERS

(Chesapeake Bay – Cape Charles to Wolf Trap)
SOUNDINGS IN FEET - SCALE 1:40,000

12224

DMA STOCK NO. 12MA12224